

**East Riverside/Oltorf Combined Neighborhood Plan
Implementation Tracking Chart
July 19, 2011**

Action Item/ Rec#	Plan page #	Priority Ranking 5/9/2011	Action Item/Recommendation	Status	Estimated Timeline	Primary Resource	Secondary Resource	Main Contact	Estimated Cost	CIP	Staff Comments	Contact Team Comments
NEW PRIORITY-Not in adopted plan		5 Riverside	Improve stormwater drainage at 1700, 1702, and 1704 Elmhurst.	No Action - See Comments	Beyond the 10-year planning horizon, based on available complaint information .	Watershed Protection Department				Y	6/2/2009 (M. Laursen, PDRD): This priority was added per the request of CIP Subcommittee. This recommendation is not part of the approved plan. 2/2010 (WPD): WPD has investigated drainage complaints for 1700 and 1702 Elmhurst. Staff inspected the line and verified there were no obstructions. There is a 24" pipe that appears to go underneath this house, north to Riverside Drive. Upgrading the system is beyond the scope of WPD storm drain crew, and would have to be implemented as a CIP project. The priority of the project is moderate due to the low number of homes impacted. Numerous other storm drain upgrades impacting more homes have a higher priority. 2/2011 (WPD): No change in status.	8/2008 (Contact Team): This problem was unknown to stakeholders at the time of the planning process. 5/2011 (NPCT): This problem, unknown to NP participants at the time of meetings, has since been placed on the CIP list by WPDR and should be given priority. There is additional departmental concern about this problem. Contact Jose Guerrero in WPD for updated info on this drainage problem.
NEW PRIORITY-Not in adopted plan		7 Riverside	Preserve and protect the International Hostel on the shores of Lady Bird Lake.			Planning and Development Review						5/2011 (Contact Team): The Hostel has been an integral part of this neighborhood for over 30 years. It is an ideal location for the facilities, offering international visitors a beautiful view of the city in addition to being near the downtown area and bus stops.
NEW PRIORITY-Not in adopted plan		3 Parker Lane	Work with the EROC neighborhoods to construct facilities in the new Pleasant Valley Pocket Park.			Contact Team	PARD					
1	28		Retain single family uses in established single family neighborhoods.	Complete		Planning and Development Review	Contact Team		N/A	N		
2	28		Consider existing residential densities and current housing stock in future land use and zoning decisions to promote compatibility.	Ongoing		Planning and Development Review	Contact Team		N/A	N		

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3	28		Promote and support compatibility between single family residences by: 1) retention of scale between structures regarding height, mass and impervious cover both in remodeling and new home construction 2) encouraging City Council to incorporate the following recommendation developed by neighborhood stakeholders into their proposed Single Family Development Regulations a) retain the existing scale and massing in new single family structures and remodels adjacent to residences and limit height to 35 feet, measured from existing grade of the adjacent residences.			Planning and Development Review	Contact Team		N/A	N		
4	28		The significant canopy created by mature trees is a highlight of our planning area and especially of our traditional single-family neighborhoods. Therefore, whenever possible, mature trees should be preserved.			Contact Team	Planning and Development Review		N/A	N		
5	28		Minimize the negative effects between differing intensities of uses by requiring strict adherence to Compatibility Standards.			Planning and Development Review			N/A	N		
6	28		Minimize the negative effects between differing intensities of uses by encouraging City Council to modify the Land Development Code to require compatibility standards between residential uses (including multifamily) and all office and commercial uses, and require vegetative buffers of 25 feet within the setback.	Neighborhood Item		Contact Team	Planning and Development Review		N/A	N		
7	29		Minimize the negative effects between differing intensities of uses by retaining office uses as a transition between other commercial and residential uses.			Planning and Development Review	Contact Team		N/A	N		
8	29	10 Pleasant Valley	Minimize the negative effects between different intensities of uses by increasing limits on density and height when necessary.			Planning and Development Review	Contact Team		N/A	N		5/2011 (NPCT):We recognize this item does not require budget allocation; however, feel this is a very important item - especially with properties that border or are close to residential land use properties.

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9	29		Minimize the negative effect between different intensities of uses by increasing the amount of mature vegetative buffer when necessary to screen lights, noise, and unsightly features such as mechanical equipment, trash disposal, parking lots, loading docks, cluster mailboxes, etc.			Contact Team	Planning and Development Review		N/A	N		
10	29		Minimize the negative effects between differing intensities of uses by discouraging waivers and variances to Austin's Land Development Code unless the owner can demonstrate a true hardship.			Contact Team	City of Austin		N/A	N	Current City Code establishes that variances should be granted in hardship situations.	
11	29		Minimize the negative effects between differing intensities of uses by studying the feasibility of requiring additional setbacks and landscaped buffers for new commercial uses adjacent to multifamily uses.			Contact Team	Planning and Development Review		N/A	N		
12	29	9 Parker Lane	Ensure that there is no connection between the 2300 block of Douglas St. (which currently terminates in a cul-de-sac) and the 2400 block of Douglas St. which has not yet been constructed.			Contact Team	Property Owners		N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	
13	29		Ensure that there is no future extension of Benjamin St. further east of Ware Rd.			Contact Team	Property Owners		N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	

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14	29		Ensure that Riverside Farms Rd. does not connect to Oltorf St. and maintains its rural character.			Contact Team	Property Owners		N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	
15	29		Ensure that Sunridge Dr. does not connect to Hwy 71.			Contact Team	Property Owners		N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	
16	29		Ensure that there is no future extension of Mariposa west to the northbound IH-35 frontage road or to the property west of its termination			Contact Team			N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	

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17	29		Ensure that there is no future connection of Windoak Drive west to the northbound IH-35 frontage road or to property west of its termination			Contact Team			N/A	N	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements. This Department would not be involved in that determination.	
18	30		Form a neighborhood task force that will identify zoning and housing code violations and communicate such issues to the Code Compliance Division of Solid Waste Services			Contact Team	Code Compliance Department		N/A	N		
19	30		Conduct a study to determine the adequacy of the City's current building code, as it relates to requirements of building foundation engineering and construction, and if necessary amend relevant sections of the building code to minimize foundation failures in poor soil conditions.			Contact Team	Planning and Development Review		N/A	N		
20	30		Support the augmentation of city staff dealing with code enforcement issues and to provide information that would allow citizens to identify basic code violations in their neighborhoods.			Code Compliance Department	Public Information Office			N	SWS (2006): The department is currently undergoing a review of staffing and practices in order to provide greater customer service with regards to code enforcement. One of the considerations is the addition of code enforcement staff for fiscal year 2005-06. Solid Waste Services Code Compliance currently meets with neighborhood associations and citizen groups throughout the City of Austin to provide information regarding the Code Enforcement services available. SWS can provide information that would allow citizens to identify basic code violations in their neighborhoods. In order to provide service within a reasonable timeframe to all citizens throughout the city, reports of code violations are accepted on a complaint basis only. For this reason, SWS Code Compliance does not conduct code violation surveys or sweeps. A citizen neighborhood group or task force should forward their complaints and communicate with SWS Code Compliance through channels currently available.	

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21	30		Research funding opportunities or assistance programs for the improvement and maintenance of residential and commercial properties			Contact Team	NHCD		N/A	N		
22	30	9 Pleasant Valley	Establish list serves by neighborhood planning area that would post legal notification of variance and zoning requests and building permits.			Planning and Development Review		George Zapalac 974-2725	N/A	N	Notices of variance and zoning requests are already mailed out to neighborhood associations and surrounding property owners. Additional staffing would be needed to post them on a list serve by neighborhood planning area.	
23	30	8 Pleasant Valley	Require that applicants disclose any deed restriction details at the time of zoning application.			Contact Team	Planning and Developme nt Review			N	This would require changes to the submittal requirements and procedures, and would require additional staff time to verify submittal requirements. WPDR defers this recommendation to NPZD, who process the zoning applications and makes zoning recommendations.	
24	30		Allow condominium, townhouse, and single-family residential uses on properties designated as mixed use along Riverside Drive, Pleasant Valley Road north of Riverside Drive, and on the west side of Grove Blvd. north of Riverside Drive.			Planning and Development Review	Contact Team		N/A	N		
25	30		Permit the Urban Home Special Use in the following locations where the current use is duplex residential or four-plex: Valley Hill Circle, Mission Hill Drive, and the east side of Parker Lane between Wickersham Lane and Carlson Drive.	Complete		Planning and Development Review	Contact Team		N/A	N		
26	31		Support the development of buildings with both a commercial and residential component along the south side of Riverside Drive west of Pleasant Valley Road and along the west side of Pleasant Valley Road north of Riverside Drive.			Planning and Development Review	Contact Team		N/A	N		
27	31		Conduct a focused corridor study that would address landscaping, pedestrian and bicycle facilities, creative parking designs (eg, around the back and sides of a building), design features such as plazas and public art and any others that would make East Riverside Drive an attractive destination; examine the possibility of adding a "gateway to downtown" sign at some point along Riverside Drive.			Planning and Development Review				N	ERGS (2006): EGRSO does not have any involvement with "Welcome to Austin" signs. We suggest speaking with the Austin Convention and Visitor's Bureau, The Convention Center Dept. or Public Works sign shop.	

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28	31		Create a Gateway Overlay that applies to the westbound frontage road of State Highway 71/Ben White Blvd. and the northbound frontage road of IH-35 from State Highway 71/Ben White Blvd. to Town Lake. Specific requirements of this Overlay developed by neighborhood stakeholders include: a vegetative buffer equal in width to the existing setback or 15 feet, whichever is less, shall be provided and maintained on Tracts along and adjacent to IH-35 and State Highway 71/Ben White Blvd. Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in this ordinance. **Neighborhood stakeholders are to advocate for the adoption of this Overlay by the Planning Commission and City Council.			Contact Team	Planning and Development Review		N/A	N		
29	32		Strongly encourage City Council to expeditiously adopt the draft citywide Commercial Design Standards that would apply to special roadways such as East Riverside Drive. Refer to plan document for a list of standards recommended by the neighborhood to be included. **Neighborhood stakeholders are to advocate for the adoption of the CDS by the Planning Commission and City Council.	Complete		Contact Team	Planning and Development Review			N	M. Laursen, PDR (June 2008): Commercial Design Standards were adopted by City Council in January 2007. Not all of the recommendations listed in the EROC plan were included in the final ordinance.	
30	33		Allow the Mixed Use Building (MUB) and Neighborhood Urban Center (NUC) Special Uses along the south side of Riverside Drive and on the west side of Pleasant Valley Road north of Riverside Drive.	Complete		Planning and Development Review	Contact Team		N/A	N		

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31	33		Support a mixed use development concept on the north side of Riverside Drive and Lakeshore Blvd. between I-35 and Town Lake parkland which encourages a true mix of uses, allows replacement only of existing multifamily units, prohibits a net increase in multifamily units and addresses affordability in both single family and multifamily residential options. Ensure that at the zoning stage, city staff and neighborhood stakeholders work together on an appropriate mixed use vision for this stretch of land.			Contact Team	Planning and Development Review			N		
32	33		Maintain opportunities for office uses on major corridors.			Planning and Development Review	Contact Team			N		
33	33		Preserve locations with viable commercial uses such as Oltorf Street and the north side of Riverside Drive between Parker Lane and Pleasant Valley Road.			Planning and Development Review	Contact Team			N		

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34	34		Examine the feasibility of vacating Rosalie Place within the Riverside Farms Subdivision, a platted right-of-way that was never constructed.			Public Works		PW, Real Estate Division Chris Muraida, 974-7191		N	<p>PW, Real Estate-Chris Muraida (2006): Real Estate Services has no specific recommendation on this item. All adjacent property owners along Rosalie Pl. would have to apply for a Street Vacation and follow the process. They would also be required to pay fair market value for this land. I can be contacted at 974-7191 for further information.</p> <p>Richard Kroger in PW (2006) : A review of City GIS data failed to discover right-of-way in the location described, and it would be illogical for right-of-way to have been dedicated across the rear third of lots that have frontage on Riverside Farms Rd. It is suggested that residents hire a surveyor to do additional research if they continue to believe right-of-way exists. However, in order to vacate dedicated City right-of-way, a street vacation request would need to be submitted. The request would be routed to a large number of City Departments to learn whether there are any objections to the vacation request for any reason, and whether specific property rights, such as easements for utility lines that may have been installed in the right-of-way, need to be retained. This reviewer would comment specific to whether the roadway is needed for vehicular transportation purposes. Since it has no transportation role, no objection would be raised on the basis of transportation need. Contact Chris Muraida is the Real Estate Division of the PW Dept. at 974-7191 for information on submitting such a request.</p>	
35	34		Remove the extension of Grove Blvd. to Highway 183 as described in the AMATP and CAMPO plans.			Austin Transportation Department	CAMPO	Teri McManus, 974-6447		N		
36	34		Remove Burleson Road, depicted as a minor arterial, from the CAMPO and AMATP Plans			Austin Transportation Department	CAMPO	Teri McManus, 974-6447	Varies, depends on extent of analysis and processing time	N	No recommendation until analysis and multi-departmental/jurisdiction review. Requires application for AMATP & CAMPO plan amendments. Suggest application in FY05-06 to NPZD and CAMPO. Amendments require final approval by city council and CAMPO Transp. Policy Board, respectively.	

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37	34		Petition CAMPO and the City of Austin to reclassify Lakeshore Blvd. to a neighborhood collector to prohibit through traffic by large commercial trucks between East Riverside Drive and Pleasant Valley Road.			Contact Team	Planning and Development Review			N		
38	34	10 Parker Lane	Petition CAMPO and the City of Austin to remove the extension of Pleasant Valley Road to Burleson Road (which would ultimately connect to Ben White Blvd.)			Contact Team	Planning and Development Review			N		
39	34		Conduct a traffic calming study at the corner of Summit and Elmhurst and apply an appropriate traffic mitigation strategy to reduce speeding and cut through traffic (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders).			Austin Transportation Department				N	2/2010 (ATD): ATD will add the Summit/Elmhurst study to our short-term project list. Will be added to request list for neighborhood traffic calming. Traffic calming can only be allowed as the result of a comprehensive neighborhood traffic calming study of an entire area, not on individual streets. Selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.	
40	34		Conduct a traffic calming study along the length of Summit from Woodland to E. Riverside Dr. and apply an appropriate traffic mitigation strategy to reduce speeding vehicles (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders).			Austin Transportation Department				N	Public Works (2006): Traffic calming can only be allowed as the result of a comprehensive neighborhood traffic calming study of an entire neighborhood area, not on individual streets. At the peak funding level for the traffic calming program, we were able to implement three of the approximately 160 neighborhood areas city-wide desiring traffic calming. There is currently no funding for new traffic calming areas, and selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.	
41	34		Conduct a traffic study at the intersection of Grove Blvd and Riverside Dr. to facilitate traffic flow and reduce hazards.			Austin Transportation Department				N	Public Works (2006): This intersection has appropriate geometry, signs, pavement marking, and a traffic signal with phasing and timing appropriate to the existing traffic demands. Only four collisions have been reported at this intersection since October 2001 - two northbound left turn failing to yield to southbound, one southbound left turn failing to yield to northbound, and a northbound striking westbound. Given high traffic volumes at this intersection, this indicates a relatively low accident rate and a lack of a safety problem. If the neighborhood would advise us of what, specifically, is the problem and when it occurs, we will investigate further.	

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42	34		Conduct a traffic study at the intersection of Riverside Drive and Pleasant Valley Road to examine the turn-a-rounds to improve vehicular and pedestrian safety.			Austin Transportation Department				N	Public Works (2006): The turn-a-rounds do not conflict with sidewalks or crosswalks, and have appropriate geometry. If the neighborhood can provide details regarding what the perceived problem is and when it can be observed, we will investigate further.	
43	35		Conduct a traffic study to determine a way to alleviate backup traffic on Riverside Drive due to cars turning left onto Crossing Place.			Austin Transportation Department				N	Public Works (2006): Crossing Place is an unsignalized intersection with a left turn bay. Left turning vehicles were not observed to exceed the current storage length within the bay. Please advise when this problem can be observed.	8/2008 (NPCT): Between 5:00 and 5:30 pm Monday-Friday when UT students are in town, this left turn bay is not long enough to contain all vehicles turning left. A cluster situation is caused by thru traffic stopped in the left lane trying to move right into the middle lane and into already dense eastbound traffic.
44	35		Conduct a traffic study of the IH-35/Riverside Drive intersection to facilitate traffic flow and reduce hazards. Vehicles heading south on IH-35 access road, then crossing over IH-35 and heading east on Riverside Drive, have difficulty moving to the right to access Summit Drive.			Austin Transportation Department				N	Public Works (2006): This intersection has been observed many times. This is a diamond interchange with large volumes of conflicting traffic on all approaches, and thus necessarily experiences congestion and delays. No unusual problems were observed. If the neighborhood specifies what problems are believed to exist and when they can be observed, we will investigate further.	
45	35		Conduct a traffic study on the northbound IH-35 access road at Woodland Avenue to investigate the feasibility of reducing the speed limit to 45 mph before the intersection with Riverside Drive to improve safety and accessibility.			TxDOT			N/A	N	Public Works (2006): This is under the jurisdiction of the Texas Dept. of Transportation. Interested parties should contact Imelda Barrett with TxDOT at 832-7115 or ibarret@dot.state.tx.us	
45	35		Conduct a traffic study on the northbound IH-35 access road at Woodland to investigate the feasibility of reducing the speed limit to 45 mph before the intersection with Riverside Dr. to improve safety and accessibility to businesses located on that stretch of access road. If the speed limit is reduced, place a traffic sign along the northbound access road just past Woodland indicating "reduced speeds ahead" to warn drivers of the impending intersection at Riverside and IH-35.			TxDOT		TxDOT Joseph Carrizales, 832-7070		N	TxDOT (2006): We will put this on are list of things to do. We will need to do a speed study to determine if the speed limit is appropriate. However, due to funding and staffing constraints, this may take some time.	

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46	35		Conduct a traffic study at Summit and Riverside Dr. and make improvements to the intersection so that dangerous speeding vehicles and cut through traffic are minimized.			Austin Transportation Department				N	Public Works (2006): Cut-through traffic and speeding may be addressed with traffic calming, however, traffic calming can only be allowed as the result of a comprehensive neighborhood traffic calming study of an entire neighborhood area, not on individual streets. At the peak funding level for the traffic calming program, we were able to implement three of the approximately 160 neighborhood areas city-wide desiring traffic calming. There is currently no funding for new traffic calming areas, and selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.	
47	35		Conduct a traffic study at Parker Ln. and Woodland Ave. and make improvements to the intersection to make right turns onto Parker Ln. for eastbound vehicular traffic more efficient and safe.			Austin Transportation Department				N	Public Works (2006): There appears to be nothing unusual about intersection geometry that makes the right turn from eastbound Woodland Ave. to southbound Parker Ln. any more difficult than other locations city-wide, with the exception of an upward grade to the south that would affect the rate of acceleration for heavy, underpowered vehicles after making the turn. However, traffic on all approaches must stop, and visibility of approaching traffic is good. It is unclear why this is perceived as a problem. There has been only one reported collision at this intersection since October 2001, in which a southbound vehicle struck a westbound vehicle. We will investigate further if the neighborhood would explain the problem and when it can be observed.	
48	35	6 Parker Lane	Conduct a traffic study along Burleson Rd. between Oltorf St. and Ben White Blvd. and investigate adding stop signs and/or traffic lights at high-traffic intersections to slow vehicular traffic and make conditions safer for all types of travelers (especially at Ware Road to slow traffic at the school crossing.)			Austin Transportation Department				N	2/2010 (ATD): Will be added to request list for neighborhood traffic calming. Traffic calming can only be allowed as the result of a comprehensive neighborhood traffic calming study of an entire area, not on individual streets. Selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.	
49	35		Conduct a traffic study along Oltorf Street between IH-35 and Montopolis Drive to identify ways to relieve traffic congestion.			Austin Transportation Department				N		
50	35		On the northbound I-35 access road at Woodland, place a traffic sign indicating reduced speeds ahead to warn drivers of the impending intersection.			TxDOT				N	Public Works (2006): This is under the jurisdiction of the Texas Dept. of Transportation. Interested parties should contact Imelda Barrett with TxDOT at 832-7115 or ibarret@dot.state.tx.us	

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51	35		Add signage along Woodland so that westbound drivers are made aware that vehicles may be turning off of Summit Drive onto Woodland Avenue.			Public Works	Austin Transportat ion Departmen t		\$200	N	Public Works (2006): There have been no reported collisions at this intersection since October 2001. Visibility between westbound traffic on Woodland Ave. and southbound traffic on Summit at Woodland is at least 320 feet. 200 feet is adequate for stopping sight distance. Action: An intersection ahead symbol warning sign will be installed on Woodland in advance of Summit.	
52	35		Post "Not a Through Street" signs at Princeton and Burleson and Ware and Burleson to eliminate vehicular traffic trying to connect to Oltorf St. or Pleasant Valley Rd.			Public Works	Austin Transportat ion Departmen t			N	Public Works (2006): All signs installed on public right-of-way must be in accordance with the "Texas Manual on Uniform Traffic Control Devices". 'Not a Through Street' is not a TMUTCD-recognized sign. We have previously been asked to post W14-2 'No Outlet' signs at the entrances to these streets, but the TMUTCD recommends such a posting if the street on which the sign is posted is both the only entrance and outlet to the street or street system involved. In this case, Douglas St., Princeton Dr., and Ware Rd. all lead from Burleson Road to Benjamin St. and drivers may enter or leave this street network by any of three streets. However, 'No Outlet' signs appear to be the only option that would be understandable to drivers to accomplish the desire of the neighborhood. Action: 'No Outlet' signs will be posted at the entrances to Princeton Dr. and Ware Rd. from Burlson Rd.	
53	36		Put a striped bike lane along Lakeshore Blvd.			Public Works		Annick Beaudet, Neighborhood Connectivity Div 974-6505		Y	Public Works (2006): This will require seal coating Lakeshore Blvd. and changing the striping pattern to accommodate parking on the north curb, two 6' bike lanes, and two travel lanes.	
54	36		Extend the bike lane on Pleasant Valley Rd. from Lakeshore Dr. to Cesar Chavez.			Public Works		Annick Beaudet, Neighborhood Connectivity Div 974-6505	\$150,000	Y	Public Works (2006): This improvement would require additional road width and construction of curb and gutter up to the Longhorn Dam, then to Cesar Chavez. Widening of the bridge is not included in this estimate.	
55a	36		Conduct a study to investigate the feasibility of putting bike lanes along E. Riverside Dr. (Grove to I-35).			Public Works	Austin Transportat ion Departmen t	Annick Beaudet, Neighborhood Connectivity Div 974-6505		P	The Bicycle Program will update the Bike Plan in 2007 and 2009. A needs assessment, which includes identifying recommended facilities in these areas, is included.	

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55b	36		Conduct a study to investigate the feasibility of putting bike lanes along Oltorf Street (Willow Creek Drive to IH-35).			Public Works	Austin Transportation Department	Annick Beaudet, Neighborhood Connectivity Div 974-6505		P	M. Laursen, PDR: As of August 2005, bike lanes have been constructed along both sides of Oltorf Street from approximately 1/2 block east of Willow Creek to Montopolis Drive. Public Works (2006): The Bicycle Program will update the Bike Plan in 2007 and 2009. A needs assessment, which includes identifying recommended facilities in these areas is included.	
55c	36		Conduct a study to investigate the feasibility of putting bike lanes along Grove Boulevard (Hogan Avenue to Oltorf Street).			Public Works	Austin Transportation Department	Annick Beaudet, Neighborhood Connectivity Div 974-6505		P	Public Works (2006): The Bicycle Program will update the Bike Plan in 2007 and 2009. A needs assessment, which includes identifying recommended facilities in these areas is included.	
56a	36		Build sidewalks within the Riverside Planning Area in this order of priority: #1. Woodland between Summit & Parker (either side).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	Under review (5/2009)	Y	5/2009 (Public Works): 1,300 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Medium. All estimates are at today's construction costs and subject to change in the future. 2/2011 (Public Works): No funding available.	
56b	36	9 Riverside	Build sidewalks within the Riverside Planning Area in this order of priority: #2. Summit between Woodland & Riverside (either side).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	\$300,000 (5/2009)	Y	5/2009 (Public Works): 2,500 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Low/Medium. All estimates are at today's construction costs and subject to change in the future. 2/2011 (Public Works): No funding available.	5/2011(NPCT): Construction cost estimate for this project was \$76,100 in 2008. Not sure how the "matrix scoring works. Summit is well-walked with extremely low visibility in the north stretch from Sunnyvale to E Riverside.
56c	36	4 Riverside	Build sidewalks within the Riverside Planning Area in this order of priority: #3. Parker Lane between E. Riverside Dr. & Woodland Avenue (either side).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	\$264,000 (5/2009)	Y	5/2009 (Public Works): 2,200 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Medium/High. All estimates are at today's construction costs and subject to change in the future. 2/2011 (Public Works): No funding available.	

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57a	36		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #1. Burleson, west side, from Catalina area southward, as needed, to Ben White Blvd. (improvements).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #1: Construction Estimate \$2,400 (sidewalk in generally good condition with minor repairs) (2006)</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p>	
57b	36		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #2. Oltorf St., south side, between Wickersham Lane and Sunridge Street, where gap exists.	Complete		Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #2: Construction Estimate \$12,100 (includes Priority #5, Recommendation 57e) (2006)</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p> <p>M. Laursen, PDR: As of 8/2005--Sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive</p>	
57c	36		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #3. Metcalf, south side from Burleson to Linder Elementary.			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #3: Construction Estimate \$29,000 (2006)</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p>	
57d	36		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #4. Near the intersection of Oltorf St. and Pleasant Valley, south side of Oltorf and NW side of Pleasant Valley Rd.(where gaps exist).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority # 4: Construction Estimate: \$14,400 (Oltorf from Pleasant Valley to Collins Creek) (2006)</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p>	

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57e	36		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #5. The south side of Oltorf Street between Sunridge Drive and Alvin Devane, where gaps exist.	Complete		Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #5 - Construction estimate included with Priority #2 (Recommendation 57b).</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p> <p>M. Laursen, PDR: As of 8/2005--Sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive.</p>	
57f	37		Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #6. Benjamin, north side between Douglas and Princeton.			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority # 6 - Construction Estimate: \$8,700 (2006)</p> <p>Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006)</p> <p>Please note that all estimates are at today's construction costs and subject to change in the future.</p>	
58a	37	7 Pleasant Valley	Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #1 East side of Pleasant Valley Rd. (north of Lakeshore to the Colorado River Park).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	Under review (5/2009)	Y	<p>5/2009 (Public Works): 2,000 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: High. All estimates are at today's construction costs and subject to change in the future.</p> <p>2/2011 (Public Works): No funding available.</p>	
58b	37		Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #2 South side of Oltorf St. (from AMD to Sunridge).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #2: Construction Estimate: \$29,600 (2006)</p> <p>Engineering design and management fees for Recommendations 58 a - c: \$26,200 (2006)</p> <p>Please note that all estimates are at today's construction costs (2006) and subject to change in the future.</p>	

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58c	37		Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #3 West side of Pleasant Valley Rd. (north of Elmont to Lakeshore).			Public Works		Mark Cole, Neighborhood Connectivity Division 974-7019	See comments	Y	<p>Priority #3: Construction Estimate: \$19,800 (2006)</p> <p>Engineering design and management fees for Recommendations 58 a - c: \$26,200 (2006)</p> <p>Please note that all estimates are at today's construction costs (2006) and subject to change in the future.</p>	
59	37	8 Riverside	Identify and provide safe pedestrian and bicyclist crossings all along Riverside Dr. from IH-35 to Grove Blvd., with special attention paid to intersections at or near a bus stop.			Planning and Development Review	Public Works			P	<p>5/2009 (Public Works): All intersections controlled by a traffic signal currently have pedestrian ramps, crosswalks, and pedestrian signal indications. We did note that many crosswalks are faded and need to be remarked, and have scheduled this work to be completed as a high priority.</p> <p>6/2009 (PDRD): The East Riverside Corridor Master Plan will be presented to Council in Spring 2010. It will have recommendations regarding the crosswalks in the Plan. Implementation of the recommendations will be provided by Public Works.</p> <p>2/2011 (PDRD): The East Riverside Corridor Plan was adopted by City Council February 2010, and includes recommendations for intersection and crosswalk improvements on Riverside Drive (see page 25 of the ERC Master Plan). The 2010 Bond Program includes funding for Austin Transportation Department to conduct preliminary engineering of multi-modal facilities on East Riverside Drive between IH-35 and US 71.</p> <p>2/2011 (Public Works): East Riverside was restriped to improve the visibility of the striping.</p>	<p>5/2011 (Contact Team): Safe crosswalks for our dense area are still a high priority. Re-striping alone does not address that crosswalks are too far apart and traffic across 6 lanes is travelling too fast. Our NPA is not walk able.</p> <p>8/2008 (Contact Team): Safe crosswalks for our dense area is our highest priority. Not only does re-striping need to happen, but need safe protection within the median, better signage and signals. Because of a lack of safe, clearly marked, signalized crosswalks, pedestrians cross anywhere and everywhere, so documentation at any one location is difficult. Issue has surfaced repeatedly in corridor study meetings. Providing a safe way for citizens to cross Riverside at multiple locations as well as Pleasant Valley at Lakeshore is positively a priority. Locations along Riverside include: at Summit, at Lakeshore, at Parker, at Royal Crest, at Tinnin Ford, at Willow Creek, at Pleasant Valley, some point between Pleasant Valley and Willow Creek and Lakeshore at Pleasant Valley. The Country Club Creek Trailhead, plainly visible now on the east side of this intersection, needs safe crossings across Pleasant Valley to both the south side of Lakeshore Blvd. and the north side. Additional crosswalks are also needed at bus stops.</p>

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60	37		At the intersection of Riverside Drive and Lakeshore Blvd., identify and provide improvements such as an elevated crosswalk or overhead pedestrian bridge to minimize the danger of crossing for pedestrians and cyclists.			Public Works	Austin Transportat ion Departmen t			P	Public Works: If the neighborhood informs us of a specific location, time period, and day of the week, we could observe the most pedestrians in this area; we can investigate whether pedestrian warning signs would be appropriate and whether the number of pedestrians crossing is at least 100 per hour for four hours of a typical day or 190 in one hour of a typical day, which can warrant a crosswalk with protection. It has been our experience that pedestrian overpasses are underutilized. Even if there are a large number of pedestrians desiring to cross, they usually look for a gap in traffic and cross the roadway, rather than climb to the pedestrian overpass and travel extra distance, unless they are physically blocked by fencing that prevents crossing at street level.	
61	37		Along Lakeshore Blvd from East Riverside Drive to Pleasant Valley Road to identify ways to provide safe pedestrian and bicyclist crossings, with special attention paid to the intersection of Lakeshore Blvd with Town Creek and Tinnin Ford.			Public Works	Austin Transportat ion Departmen t			P	Public Works (2006): In order to conduct any study, the neighborhood must identify the specific location, time period, and day of the week we could observe the most pedestrians. We can then investigate whether pedestrian warning signs would be appropriate, and whether the number of pedestrians crossing is at least 100 per hour for four hours of a typical day or 190 in one hour of a typical day, which can warrant a crosswalk with protection.	
62	37		At the intersection of Pleasant Valley Rd. and Riverside Dr. and make improvements to ease crossing Pleasant Valley Rd. and minimize safety hazards for pedestrians and cyclists. Clarification from NPCT (6/2/2009): construct a pedestrian underpass under the Riverside Bridge over Councry Club Creek.			Public Works	Austin Transportat ion Departmen t			P	5/2009 (Public Works): Clarification is requested as to what improvements are being requested. Signalized crosswalks are present at this intersection. 2/2011 (Public Works): No funding available.	6/2/2009 (Contact Team): There is an active CIP project to repair the abutments of the Riverside Bridge (e-capris# 5873.009). The neighborhood would like the scope of this project extended to include a pedestrian underpass under the Riverside Bridge over Country Club Creek.

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63	37		At the IH-35/Riverside Drive intersection identify and provide improvements to minimize the danger of crossing in all directions for pedestrians and cyclists.			Public Works	Austin Transportat ion Departmen t			P	Public Works (2006): The neighborhood raises no specific concerns, so a field investigation of the location was conducted to determine whether pedestrian facilities comply with standards. The intersection has sidewalks alongside all roadway approaches, pedestrian ramps from sidewalk to street level, well-marked pedestrian crosswalks across all approaches, and pedestrian signal indications for these crosswalks. There are challenized right turn lanes on all corners which require pedestrians to look for a gap in traffic, but given they must cross only one lane, this does not appear to be a difficult crossing. We will investigate further if the neighborhood provides details regarding specific problems and times of day during which the problems exist.	
64	37		Investigate the possibility of making the section of IH-35 frontage road at Woodland level with the interstate while maintaining the east-west underpass connection to Travis Heights to facilitate and make safer inter-neighborhood travel.			TxDOT	Austin Transportat ion Departmen t	TxDOT Joseph Carrizales, 832-7070		N	Public Works (2006): This is under the jurisdiction of the Texas Dept. of Transportation. Interested parties should contact Imelda Barrett with TxDOT at 832-7115 or ibarret@dot.state.tx.us. TxDOT (2006): This can be looked at with the big IH-35 Study that we will be doing in the future. My guess is within the next year we will revive the IH-35 MIS project. In the original study, we received numerous comments from residents along Woodland - the outcome was to remove the grade separated interchange (IE. Woodland would "T" into the frontage road on both sides of the interstate). The ramp configuration was also modified to eliminate the Woodland southbound exit ramp. All of this will be relooked at when we start up again.	
65	38		Support a Bus Rapid Transit (BRT) line along East Riverside Drive.			Capital Metro		Capital Metro Mary Helen McCarthy, 369-6231		N	Capital Metro (2006): We Do have plans to introduce a Bus Rapid Transit on this corridor. It is currently budgeted for 2014. I know that it is 9 years away but time moves fast and who knows if we find that we may be able to do it sooner depending on various factors.	

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66	38		Provide a Dillo circulator route that would enable residents and employees within the Riverside, Parker Lane and Pleasant Valley Planning Areas to move around easily and take advantage of the area's services without the need of a car.			Capital Metro		Capital Metro Mary Helen McCarthy, 369-6231		N	<p>Capital Metro (2006): A detailed evaluation would have to be completed to determine whether such a service would be warranted or if it met the standards found in our current service guidelines. Currently, the area is served by a variety of Fixed Routes : 26 (18-25 min frequency, 27(15-20 minutes), 331 (15-30 minutes), 14 (40 minutes), and UT Shuttles (10-20 minutes during session). All of these routes access different points of commerce or social services in the area. Perhaps, the committee could address exactly where residents are trying to go and how the current system does not meet their needs.</p> <p>We will be redesigning services in the area mentioned within the next 2-3 years to improve access for residents. Our plans, however, are to continue to improve the frequencies of the local routes. Already most in this immediate area are 15-20 minutes all day Weekdays and 20-30 minutes on weekends.</p>	
67	38		Provide a Dillo route to connect the EROC planning area with the rest of Austin.			Capital Metro				N		

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68	38	6 Pleasant Valley	Improve storm water drainage along Pleasant Valley Road between Riverside Drive and Lakeshore Blvd., especially at Elmont and Lakeshore.	Partially Complete		Watershed Protection Department			Approx. \$2 million	Y	<p>2/2010 (WPD): Drainage Improvements for Pleasant Valley Road downstream of the intersection of Elmont and S. Pleasant Valley to just south of Lake Shore Drive were completed as part of a settlement agreement between the COA, Gerald Daugherty, Bury and Partners and the Heritage Title Company. The City's portion of the project was \$200,000. Additionally, the reconstruction of Pleasant Valley Road by PW included culvert upgrades to improve drainage. WPD cost participated in this project and contributed funding for the culvert upgrade. Storm water runoff along S. Pleasant Valley Rd. between E. Riverside Dr. and Lakeshore Blvd. is conveyed by roadside ditches. A large amount of runoff has caused drainage concerns at the intersection of S. Pleasant Valley Rd. and Elmont Dr. No projects have been identified for this area at this time; however this area will be re-evaluated for storm drain upgrades in the near future.</p> <p>2/2011 (WPD): This area is planned for re-evaluation of drainage system capacity within the next 5 years. Additional projects may be identified as a result of that study.</p>	
69	38	5 Pleasant Valley	Create and adopt a neighborhood plan design tool or similar mechanism (i.e. Headwaters Support Program) for requiring greater development setbacks along creeks and in the vicinity of creek headwaters and in other environmentally sensitive areas.			Contact Team	Watershed Protection Departmen t	WPD Jean Drew, 974-2272		N	<p>2/2010 (WPD): Two Master Plan Regulatory Recommendations (Headwater Protection and Erosion Hazard Zones), if adopted, both would provide additional creek setbacks, headwater protection would provide additional protection to environmentally sensitive areas in the upper reaches of waterways not currently protected by the CWQZ, and erosion setbacks would create an erosion hazard zone to keep buildings, roadways and utilities from being constructed in harms way. These proposals are being included in a plan to revise the watershed regulations for the Desired Development Zone to provide improved protection. Staff will be bringing this plan forward in the next year.</p>	

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70	39	1 Riverside ; 2 Parker Lane; 3 Pleasant Valley	Lobby PARD or the Watershed Protection Dept. to acquire properties containing the headwaters of Country Club Creek and preserve them in a natural state as the Country Club Creek Preserve. The headwaters are located just north of Ben White Blvd and are indicated by seeps and springs and marked on the "Environmental Features and Watershed Boudaries" map.	Planned		Contact Team	PARD		Subject to appraisal	Y	6/2009 (PARD): PARD's Long Range Plan has identified this area as a priority in acquiring land for preservation and trail purposes. 2/25/10 (PARD): The recommendation is dependent on the funding available for acquisition from 2006 Bonds and/or Parkland Dedication funds. 2/2011 (PARD): Currently not included in the 5-Year CIP Plan.	
71	39	4 Pleasant Valley	Work with the Watershed Department to do the following: 1) To document the exact location of creeks, seeps, springs and wetlands so that they are added to the City's inventory of Critical Environmental Features; 2) To name any unnamed creeks; and 3) To determine if additional creeks should be added to the current list of "urban" or "suburban watersheds."	Ongoing		Contact Team	Watershed Protection Department		CIP and program budget funding	Y	2/2010 (WPD): WPD has already demonstrated their support for this item by going out on fieldwork visits with neighborhood residents to identify environmental features within the area. WPD has a city-wide project underway, Biological Resource Mapping, which includes mapping the tree canopy in GIS (completed), entering Critical Environmental Feature Data (75% complete) and Priority Woodland Mapping (75% complete). The area includes EROC. Staff has also completed revisions to the creek GIS data layer to better define creek locations and watershed divides, and to update creek naming. The official creek naming convention is actually more complex and regulated by the US Geological Society (USGS) and must be based on historically significant land features. However, all creeks--named and unnamed--and all areas draining to them are distinguished as "Urban" or "Suburban" (or other) watershed classifications.	
72	39		Conduct clean-up activites around creek areas.			Contact Team	Keep Austin Beautiful	Keep Austin Beautiful Brian Block, 391-0621		N	KAB is looking forward to working with the neighborhood on their cleanups.	
73	40		Explore volunteer opportunities such as the Texas Watch State Volunteer Water Quality Monitoring program. www.texaswatch.geo.txstate.edu .			Contact Team				N		
74	40		Increase awareness of water quality issues through neighborhood association newsletters, list serves and websites.			Contact Team	Watershed Protection Department			N		
75	40		Prohibit overnight parking on Lakeshore Blvd. by large commercial trucks.			APD				N		

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76	40		Extend Waterfront Overlay setbacks to provide increased open space and public access.			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N	Existing staff resources can be used, however subject to prioritization of workload. Requires code amendment.	
77	40		Modify the South Lakeshore Subdistrict regulations of the Waterfront Overlay District to extend the primary setback to 100 feet from its current 65 feet and preserve and support the existing regulation which mandates a primary setback of 50 feet south of Lakeshore Blvd.			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
78	40		Preserve and protect the provisions of the East Riverside Subdistrict regulations of the Waterfront Overlay District maintaining the primary setback of 100 feet from the Town Lake shoreline and maximum impervious cover of 50 percent for an area not included in a primary or secondary setback, as well as extend to this subdistrict the creek setbacks and other restrictions included in the Travis Heights Subdistrict regulations.			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
79	40		Increase the number of prohibited uses in the Waterfront Overlay subdistricts within the East Riverside/Oltorf Neighborhood Planning Area.			Planning and Development Review	Contact Team	Robert Heil, 974-2330		N	Requires code amendment.	
80	40		Include appropriate building scale requirements within the Waterfront Overlay subdistricts so that buildings step up gradually as they move away from the waterfront.			Contact Team	Planning and Development Review	Robert Heil, 974-7226		N	Existing staff resources can be used, however subject to prioritization of workload. Requires code amendment.	
81	40		Modify both the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to limit building heights. Language similar to the following is proposed to be added to the regulations: "Building heights on properties adjacent to Lakeshore Boulevard are limited to 3 stories or 40 feet."			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
82	41		Property owners along the lakefront should aim to contribute waterfront access and open space necessary to complete the Hike & Bike Trail.			Contact Team	Property Owners			N		
83	41		In pursuance of the goal of protecting the quality of the lakeshore environment, form a neighborhood committee to study the existing Waterfront Overlay regulations and determine where additional protections are needed.			Contact Team				N		

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84	41		Modify the East Riverside Subdistrict regulations of the Waterfront Overlay District to include a primary setback of 50 feet south of Lakeshore Blvd. to mirror the provisions of the South Lakeshore Subdistrict regulations.			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
85	41		Modify the South Lakeshore Subdistrict Regulations of the Waterfont Overlay District to require a vegetative buffer within the existing setback (as determined by base zoning district). Language similar to the following is proposed to be added to the Regulations: "Require a vegetative buffer equal in width to the existing setback of 15 feet, whichever is less, on Tracts along and adjacent to Lakeshore Boulevard. Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in the ordinance."			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
86	41		Require the strict application of the parking regulations of the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to all projects within the Overlays. (Requirements for surface parking currently mandate its placement along roadways, if practical, and that it be screened from views from Town Lake, the Colorado River, parkland, and the creeks. An above-grade parking structure must be on a pedestrian scale and either architecturally integrated with the associated building or screened from views from Town Lake, the Colorado River, parkland, and creeks named in this part; and must incorporate pedestrian oriented uses at ground level if it is adjacent to Town Lake, the Colorado River, parkland, or a creek. These do not apply if the parking structure is completely below grade).			Contact Team	Planning and Development Review			N		

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87	42		Modify the Waterfront Overlay Subdistrict Uses for the South Lakeshore Subdistrict and the East Riverside Subdistrict as follows: "Structures that front and are adjacent to Town Lake should be used for pedestrian-oriented uses (i.e., any use which serves the public by providing goods or services that are waterfront dependent or waterfront related. Permitted uses include all uses permitted in MF-6 and below and any uses permitted in GO except communications services and communication service facilities, local utility services, hospital service (general & limited), off-site accessory parking (conditional on use of pervious materials)."			Contact Team	Planning and Development Review	Robert Heil, 974-2330		N		
88	42		Any redevelopment or new development along Town Lake between IH-35 and parkland along S. Lakeshore Blvd. (which includes 1818 S. Lakeshore Blvd.) is strongly encouraged during project approval to dedicate trail land or easement along the lake and to build the trail. PARD suggested the above language for the DRF in order to combine the following issues: 1) if the city-owned portion of 1818 S. Lakeshore is not sold to the owner of the Waterfront Condos., request that PARD acquire the land to extend Town Lake Park and the hike-and-bike trail; and 2) provide incentives to property owners to contribute waterfront access and open space necessary to complete the hike-and-bike trail.			Contact Team	PARD		\$0	N	PARD (2006): This DRF would lead to the completion of the Town Lake hike and bike trail within the neighborhood plan area as this area develops/redevelops (this will require amending the Waterfront Overlay District East Riverside Subdistrict Requirements) For 1818 S. Lakeshore specifically, PARD requested that a trail easement be retained if the City sells the property to the developer. It is preferable that trail alignment be negotiated through the north side of the property along the lake.	
89	42	6 Riverside	Preserve and protect the avenue of mature trees along the north and south sides of Lakeshore Blvd. These trees were given to the City of Austin Parks Department in 1990 by LCRA and now provide total street canopy for Lakeshore Boulevard between Town Creek Drive and the creek adjacent to the western property line of 1701 S. Lakeshore Blvd.			Planning and Development Review				N		8/2008 (NPCT): Some of these trees are on property purchased for redevelopment and should be protected at any cost. 5/2011 (NPCT):The developer agreed to protect these trees. City officials in the appropriate departments should carefully monitor this protection throughout development stages.

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90	42	8 Parker Lane	Preserve and maintain all City-owned and acquired park space and conservation easements as such.			PARD	Public Works-- Real Estate			N	PARD land is dedicated parkland, and is protected by both State parks code and the City's charter. Specific procedures - including a public vote in many cases - must occur in order to change parkland to a different use than public parkland.	8/2008 (NPCT): The section of Guerrero Park through which the Country Club Creek Trail runs (south of Krieg Fields and across from the PARD maintenance center) is not currently being maintained, except by SEATAG volunteers.
91	43		Preserve and support the Riverside Golf Course and investigate a possible historic designation.			Contact Team	Planning and Development Review	PDR - Historic Preservation Steve Sadowsky, 974-6454		N	Approval of this proposal is contingent upon the neighborhood association assisting in the investigation of the potential for historical designation through research, photography, etc.	
92	43	1 Pleasant Valley; 4 Parker Lane; 10 Riverside	Encourage the Parks Department to acquire the Riverside Golf Course property and maintain it as a golf course.	No Action - See Comments		Contact Team	PARD		Subject to appraisal	Y	2/25/10 (PARD): If PARD was successful in an acquisition; PARD is not supportive in continuing the use as a golf course. PARD would be supportive of increasing the parkland adjacent to Colorado River Park. 2/2011 (PARD): Currently not included in the 5-Year CIP Plan.	8/2008, 5/2011(NPCT): Request that the City proactively keep an open dialogue with ACC Board of Trustees and President with regards to the acquisition of the 18-hole Riverside Golf Course and insure that it will remain a public 18-hole golf course. Further encourage the City to proactively find ways to acquire the Riverside Golf Course by providing ACC other properties for the growth of the ACC Riverside Campus while keeping the golf course intact and to provide ACC additional incentives in other ACC areas that would encourage the ownership of the golf course by the City.
93	43		Conduct clean-up activities at parks.	Ongoing		Contact Team	Keep Austin Beautiful			N	KAB is looking forward to working with the neighborhood on their cleanups.	
94.1	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #1 - Connection to proposed Country Club Creek trail.			PARD				Y		
94.10	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #10 - Fenced dog park.			PARD			\$500,000	Y	PARD: This item requires funding through a Capital Improvement Project bond. The Department has no specific recommendation on this item. Subject to a feasibility study.	
94.11	43		Provide the following public amenities at Mabel Davis Park in this order of priority: #11 - Spray park in addition to the swimming pool.			PARD			\$300,000	N	PARD: This item requires funding through a Capital Improvement Project bond. The Department recommends that this item be implemented.	
94.12	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #12 - Documentation of the history of the property and cleanup effort and a description of the design public artwork			PARD				N	PARD: The Department has no specific recommendation on this item. Need to clarify purpose, use, format, product.	

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94.2	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #2 - Enhance the remaining natural wooded areas and remove invasive plants and replace with native species.			PARD			\$25,000	N	PARD: Funds for this item will be included in a future operating budget. The Department recommends that this item be implemented.	
94.3	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #3 - Paved hike/bike/skate loop with neighborhood connections.			PARD				N	PARD: This item can be implemented without additional funding or change in policy. The Department recommends that this item be implemented; will be done as part of earthwork project.	
94.4	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #4 - Picnic, pavilion and restroom facilities.			PARD			\$525,000	Y	PARD: This item requires funding through a Capital Improvement Project bond. The Department recommends that this item be implemented.	
94.5	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #5 - Benches and seating areas.			PARD			\$10,000	N	PARD: Funds for this item will be included in a future operating budget. The Department recommends that this item be implemented.	
94.6	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #6 - Open field for unstructured use like ultimate frisbee, softball, or kickball.	Complete		PARD				N	12/2010 (PARD): Open plan does exist.	
94.7	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #7 - Access to the privately owned pond north of the park.			Property Owners			N/A	N	PARD: The Department has no specific recommendation on this item - City cannot provide, as property is private.	
94.8	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #8 - Skate park with stadium-style seating.	Complete		PARD				Y		
94.9	43		Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #9 - Disc golf course.			PARD			\$75,000	Y	PARD: This item requires funding through a Capital Improvement Project bond. The Department has no specific recommendation on this item. Subject to a feasibility study.	
95	43		Identify under-utilized City-owned parcels that could potentially be developed as a neighborhood green such as: 1) Two undeveloped City-owned parcels on Mission Hill that have overhead utility easements; and 2) The undeveloped piece of City-owned land at the end of Pleasant Valley Rd. next to the Pleasant Valley Bikeway.			PARD	PARD			Y	2/25/10 (PARD): This area is identified in PARD's Long Range Plan as being deficient in parkland. PARD is continuing to look for opportunities for acquisition in the planning area. The area at the end of Pleasant Valley Road is planned to be transferred over to PARD in 2010. 2/2011 (PARD): Currently not included in the 5-year CIP Plan.	6/2/09 (Contact Team): Contact Team has identified several parcels along the high voltage power line that runs across Burleson and Pleasant Valley. These potential park areas would also be part of the Country Club Creek Trail. Contact Team has provided TCAD Parcel numbers to Judy Fowler (AE) and Ricardo Soliz (PARD).
96	43		Research opportunities to utilize utility easements on private property as public green space.			Contact Team	Public Works			N		

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97	44	2 Riverside	Work with PARD to develop user agreements for small neighborhood-maintained neighborhood greens in the planning area.			Contact Team	PARD			N	PARD: The Neighborhood Plan Contact Team determines best candidate(s) for Neighborhood Greens, then approaches PARD for evaluation and planning & processing assistance.	5/2011 (NPCT): 2100 Parker Ln with its 3 SF-6 lots and 1 MF-3 lot with old growth live oaks & pond would be an ideal pocket park. We encourage PARD/city negotiations to continue for the acquisition of this property.
98	44		Request that the city acquire the single-family lots in the floodplain at the end of Princeton and Douglas Streets (there are approximately 20 undeveloped lots) so that the area is protected from development and maintained as open space.			Watershed Protection Department	PARD			N	WPD: Currently the voluntary floodplain home buy-out program is funded for structures which area subject to high hazard of creek flooding. Due to the limitation of funding, the program is offered on a priority order based on the severity of flooding. There are several hundreds of houses that are on the list targeted for future home buyout. As there are no houses on the subject lots, there is no justification of funding for WPDR to purchase these lots. Please contact PARD to see if there is interest to purchase there lots for a park or greenbelt. (there is currently a recommendation in the plan to work with property owners and PARD to see about acquiring these properties in order to create a trail system along Country Club Creek).	
99	44		Encourage the City of Austin and Austin Community College to create a landmark at the northwest corner of East Riverside Drive and Grove Blvd that would serve as a guide to the Colorado River Park (ACC, the Riverside Golf Course and the Daniel Ruiz Library are other public and private entities on Grove Blvd that could be incorporated).			Planning and Development Review	PARD			N	Urban Design staff may be available to assist in developing the site and design criteria for the landmark. Funding source for design, construction and maintenance needs to be identified.	
100	44		Work with any and all organizations to complete the Town Lake Hike-and-Bike Trail and provide and encourage pedestrian use.			PARD				N		
101	44		Encourage PARD to design and construct an over-the-water connection for the Lakeshore portion of the Town Lake Hike and Bike Trail.			PARD			\$ 12+ million*	Y	PARD: * This is an estimate to construct an above-water trail that would close the gap between the Statesman property and the Lakeshore Blvd. parkland, providing periodic connections from the shore.	
102	44	7 Parker Lane	Provide an under IH-35 connection of the Town Lake Hike and Bike Trail.	Planned Project	Within 5 years	PARD				Y	5/2009 (PARD): City Council has approved concept of extending the trail over the water. 2/2011 (PARD): Project is in the final stages of design and permitting.	

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103	44	1 Parker Lane; 2 Pleasant Valley; 3 Riverside	Construct a trail system along Country Club Creek that is sustainable and not subject to erosion due to flooding.	Planned Project	Within 5 years	PARD			\$ 300,000+	Y	<p>2006, (PARD): * This estimate is for a 6' wide concrete trail from the Colorado River Park to Oltorf, not including bridges.</p> <p>** PARD has challenged the neighborhood to plan the trail and to obtain agreement from all affected landowners to either grant trail easements or to donate needed lands to the City. Upon accomplishment of this task, PARD will proceed with legal instruments for easements/donations and putting the project on a future bond election for trail design and construction.</p> <p>5/2009 (PARD): This is identified is PARD's Long Range Plan as a priority. However this is not a funded item. Staff is continuing to work on this project.</p> <p>12/2009 (PARD): Internal meetings regarding necessary easements and security are ongoing.</p> <p>2/2011 (PARD): Real Estate is currently working with private property owners on obtaining trail easements on the properties just north and south of Riverside Drive to be able to move forward with planning/designing a section of off road trail that would connect Wickersham Drive to Pleasant Valley.</p>	

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104	44		Provide a safe pedestrian crossing across Pleasant Valley Road at Lakeshore Boulevard to connect the existing Town Lake Hike and Bike Trail to the proposed Country Club Creek hike and bike trail.	Complete		Public Works	Austin Transportation Department			P	5/2009 (Public Works): Signalized crosswalks are provided on the west and south sides. 2/2011 (Public Works): Signalized crosswalk on the south side are being added Fiscal Year 2011.	8/2008 (NPCT): Safe crosswalks for our dense area are our highest priority. Not only does re-striping need to happen, but need safe protection within the median, better signage and signals. Because of a lack of safe, clearly marked, signalized crosswalks, pedestrians cross anywhere and everywhere, so documentation at any one location is difficult. Issue has surfaced repeatedly in corridor study meetings. Providing a safe way for citizens to cross Riverside at multiple locations as well as Pleasant Valley at Lakeshore is positively a priority. Locations along Riverside include: at Summit, at Lakeshore, at Parker, at Royal Crest, at Tinnin Ford, at Willow Creek, at Pleasant Valley, some point between Pleasant Valley and Willow Creek and Lakeshore at Pleasant Valley. The Country Club Creek Trailhead, plainly visible now on the east side of this intersection, needs safe crossings across Pleasant Valley to both the south side of Lakeshore Blvd. and the north side. Additional crosswalks are also needed at bus stops.
105	44		Provide a safe pedestrian crossing across Burleson Road near Country Club Creek.			Public Works	Austin Transportation Department			N	Public Works: If the neighborhood informs us of a specific location, time period, and day of the week, we could observe the most pedestrians in this area; we can investigate whether pedestrian warning signs would be appropriate and whether the number of pedestrians crossing is at least 100 per hour for four hours of a typical day or 190 in one hour of a typical day, which can warrant a crosswalk with protection.	
106	44	5 Parker Lane	Work with private property owners and the Parks and Recreation Department to acquire land or recreational use easements for trail access along the Country Club Creek corridor. Possible locations include the undeveloped land in the floodplain between Burleson Road and Pleasant Valley Road.			Contact Team	PARD			N		

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107	45		Allow existing multi-family developments listed in Objective 8.1 not located in the 100 year floodplain to be rebuilt at the same height in stories, number of units, and building footprint provided that they meet S.M.A.R.T. Housing technical standards for accesibility, Green Building and Transit-oriented design; and meet the sprinkler requirements of the 2003 International Building Code if at least 10% of the units are "reasonably priced" (i.e., rent to households at or below 80% Median Family Income who spend no more than 30% of their gross income on rent and utilities). See plan for a list of recommended development standards.			Contact Team	Planning and Development Review			N		